

2.6 PRELIMINARY WISDOT RECOMMENDED ALTERNATIVES

This EIS is a Tier 1 document to identify and gain consensus on the basic location and design vision for the overall corridor, as discussed in Section 1.1. Development of alternatives resulted in dividing the corridor into seven study segments with each segment having multiple alternatives. This section first describes the WisDOT recommended alternative for each of the seven segments of the corridor and provides the basis for the recommendations. It then presents WisDOT's recommended actions for future Tier 2 and Tier 3 corridor efforts.

2.6.1 Segment I (200th Street to 120th Street)

WisDOT recommends the Deer Lake Far Southern Realignment for several reasons. It has fewer relocations than the Deer Lake On-alignment alternative. It provides more water quality buffer to Deer Lake and has fewer impacts to agricultural land than the Deer Lake Southern Realignment. The Far Southern Realignment also minimizes farmland segmentation in its location along property lines. This alternative is recommended over the No-build Alternative because it meets the purpose and need criteria.

2.6.2 Segment II (120th Street to County E)

Segment II had just one build alternative. WisDOT recommends the Apple River/Clover Lake On-alignment Alternative because it meets the purpose and need criteria while the No-build Alternative does not.

2.6.3 Segment III (County E to 50th Street)

WisDOT recommends the Range Southern Realignment Alternative. The Range Southern Realignment is recommended over the Range On-alignment Alternative because it avoids impacts to the Twin Lakes area and there are fewer residential and business relocations. The Southern Realignment is also recommended because it does not require any structures. The Range On-alignment and Northern Realignment both require two new structures across Twin Lakes. The Range Southern Realignment is recommended over the No-build Alternative because it meets all the purpose and need criteria.

2.6.4 Segment IV (50th Street to 15th Street)

WisDOT recommends the Joel Flowage On-alignment Alternative over the Northern Realignment Alternative because of lower cost and less relocations. The Joel Flowage On-alignment is recommended over the No-build Alternative because it meets all the purpose and need criteria.

2.6.5 Segment V (15th Street to 5th Street)

WisDOT recommends Turtle Lake Alternative 4 (Through-town) based on the ability of this alternative to accommodate future traffic and avoid substantial environmental and relocation impacts compared with any of the Turtle Lake bypass alternatives. Minimal right-of-way would be required within the Village of Turtle Lake. Turtle Lake Alternative 4 (Through-town) is recommended over the No-build Alternative because it meets all the purpose and need criteria.

2.6.6 Segment VI (5th Street to Sweeny Pond Creek)

WisDOT recommends the Poskin Southern Realignment Alternative because it does not impact as many residences and businesses as the Poskin On-alignment Alternative. With the Poskin On-alignment Alternative, many of the relocations occur on existing US 8 through the community of Poskin. With the Poskin Southern Realignment, these impacts are avoided. The Poskin Southern Realignment is recommended over the No-build Alternative because it meets all the purpose and need criteria.

2.6.7 Segment VII (Sweeny Pond Creek to US 53)

WisDOT recommends Barron Alternative A (Short South Bypass) with the modifications to the interchange locations and alignment at the west end of Segment VII as described in Section 2.5. WisDOT recognizes that the City of Barron passed a resolution in favor of a south bypass. The other bypass alternatives had greater environmental impacts and cost implications. Alternative D (Through-town) was not recommended because of the substantial residential and business relocation impacts associated with that alternative, the Section 4(f) impacts, as well as the detrimental effect that increased traffic in downtown Barron would pose to pedestrian safety.

2.6.8 Future Tier Recommendations

Upon completion of the Tier 1 EIS for US 8, it is anticipated that:

- Tier 2 efforts would include formal corridor preservation for the preferred corridor segments located on a new alignment and for those that are located on-alignment:
 - For alternatives located on a new alignment WisDOT could officially designate and map more explicit corridor plans for the ultimate expressway/freeway corridor. An example of this would be to apply Wisconsin State Statutes (Wis. Stat. 84.295) to designate and map those segments where relocated expressway or freeway routes are being proposed. This would ensure the future viability of such corridors would be preserved and not be left unprotected against future growth and development.
 - For alternatives that are on-alignment and would not be covered under Wis. Stat. 84.295, WisDOT could designate access control measures through Wis. Stat. 84.25 or through a Memorandum of Understanding (MOU) access agreement after collaboration with local jurisdictions.
- Tier 3 efforts would include advancement of the proposed corridor design engineering to projects that move directly toward final design concepts, based on conditions (need) and available funding. Should a segment meet Major project criteria, as an officially mapped segment would, a Tier 3 project will only commence when enumeration for construction is approved by the TPC and State Legislature. For segments that do not meet Major project criteria, the State Transportation Improvement Program (STIP) could be used to advance a project to construction, again based on conditions (need) and available funding.

Table 2.6.8-1 gives a generalized timeline and shows, for each of the seven segments along US 8, the future tier efforts based on the preliminary WisDOT recommended alternatives.

Table 2.6.8-1

Future Tier Activities and Timeframe by Segment

SEGMENT							
	I	II	III	IV	V	VI	VII
Tier 2 Activity	84.295	MOU	84.295	MOU	MOU	84.295	84.295
Timeframe	After FEIS/ROD	To Be Determined	After FEIS/ROD	To Be Determined	To Be Determined	After FEIS/ROD	After FEIS/ROD
Tier 3 Activity	Final design and construction if a Build Alternative is selected						
Timeframe	After 2010 (All Segments)						